

KAUAI PEOPLE BELIEVE LAND AND WATER PROBLEMS BELONG TOGETHER

Plan of Amending Laws Should Include Water Schemes as Well, They Believe; Proud of Homesteading Success on Garden Island

(By a Staff Correspondent With the Congressional Party on Kauai.)

Kauai homesteaders as a whole are quite evidently against any change in the land laws that will take from the people the power to call for an opening up of public lands, but they do believe that the laws should be amended to allow the water question to be handled along with that of lands.

That the water situation may develop into one of the most important on Kauai with the expiration of leases seems a likely prophecy after interviewing men of that island.

E. H. W. Broadbent, manager of Grove Farm, in a speech in the assembly on Tuesday night of this week, voiced his apprehension against letting the water question run as it is now running without well defined rules of handling it. Later he declared that he thinks it is the more pressing for solution than the problem of lands.

E. M. Cheatham of Kapaa argues that the land and water question should be handled together as in the states, and Cheatham would amend the land laws so as to define "residence." At present, he says, it conveys no definite meaning for persons in the homestead tracts if the manner in which some of them occupy lands can be taken as indication.

"In my opinion," he says, "if a man is married he and his wife should make their home on the land for the three years required by the special homestead agreement. It should not be that one side of the family stays in town and the other lives on the plantation to fulfill the letter of the law."

"If a single man is on the land he should not be considered as occupying

it if he is voting in another island. I know personally of cases where people who are supposed to be homesteading on Kauai are still voting in Honolulu. It is difficult to see how his residence can be considered as in both places, yet cases of this kind get through."

One of the homesteaders interviewed on Kauai suggested that the territory should have land inspectors on all of the homestead islands to keep account of these matters and see that the laws are obeyed.

Another intimated that the law should be changed to prohibit a man who draws lands under homestead rights from transferring to another person before he gets his patent. They believe the law as it stands on this today is conducive to speculation.

Kauai people are proud of the fact that their homesteaders took up virgin soil. Kapaa lands were considered as pasture lands and have not been touched for agricultural purposes by the plantation, they say. Their development goes to show that homesteading can be made a success in the islands, they say.

Homesteaders in district between Koloa and Hanalei also pointed out as proof that homesteaders can be happy and contented. There has never been a foot of land previously developed by a plantation taken up for homesteading on Kauai, it is said.

Homesteaders in Kapaa are seeking to put through Congress the measure which will allow them to get patents to lands which they received in transfer with the government for the lands first taken up. After the transfer had been made it was learned that the change was not legal, though approval had already been given for it. Accordingly the patents could not be issued. A resolution to grant them passed the territorial legislature and is now in Congress where it will pass unhindered, according to the congressional visitors.

LOCAL INTERESTS MUST AID U. S. TO GET HARBOR IMPROVEMENTS

The following is a letter from John H. Small, chairman of the committee on rivers and harbors, house of representatives, to Newton D. Baker, secretary of war, on the essential facilities necessary in the establishment and maintenance of transportation by water and the duty of the public and local interests in connection therewith, and the reply of the secretary of war thereto:

October 5, 1917.

Hon. Newton D. Baker,
Secretary of War.

My dear sir: I am directed by resolution adopted by the committee on rivers and harbors of the house of representatives to make this communication.

It is conceded that the federal government has jurisdiction over all navigable waterways, and it is the established policy of the congress to make provision for the improvement of meritorious projects consistent with the demands of the country for additional means of transportation by water. As the house of representatives must initiate all legislation and appropriations for the improvement of rivers and harbors, of which this committee has jurisdiction, the members of the committee desire to discharge their duties in the most effective manner. The primary purpose in the improvement of our rivers and harbors is to provide adequate channels for navigation and thereby to promote transportation by water. It is self evident that the mere deepening of the entrance to or increasing the depth and area of a harbor or the improvement of the

channel of an interior waterway will not alone establish water transportation. Likewise neither will the construction of a railroad track assure traffic. They simply provide the basic necessity for transportation.

There are additional facilities which must be provided for the establishment of water transportation:

1. There must exist a demand for the movement of products.
2. There must be water terminals constructed in accordance with appropriate plans. These terminals require ample water front and capacious warehouses. They should be physically connected by a belt line railroad with the railroad or railroads serving the community, and one or more good highways should radiate therefrom. They should be equipped with modern appliances for transferring freight between the water carrier and the warehouse and the rail car in the cheapest and most expeditious manner. These terminals should be constructed by the municipalities or other agencies of the state and maintained and regulated for the service of the public. The size and cost of such terminals will vary according to the population and the financial ability of the community to be served and the volume of traffic which exists.
3. There must be one or more established lines of water transportation with sufficient capital, the requisite number of carriers, and a complete traffic organization.
4. There should be a complete coordination between the water transportation lines and the railroads, and

a pro-rating of traffic as to through rates between the water carriers and the rail carriers such as now exists between the several lines of railroads, to the end that each may complement the other and be jointly dedicated to the service of the public.

The committee submit that the above additional facilities are both necessary and feasible. They further suggested as a general proposition that water terminals must be provided by the states or by municipalities or other public agencies of the states and that water carriers must be organized and maintained by individuals, corporations, or other local agencies. It may be substantially stated that congress may only improve for purposes of navigation the capacity of harbors and the channels of the interior waterways.

It will be admitted that there are a limited number of harbors and a larger number of interior waterways on which the foregoing essentials have not been provided. In fact, it may be stated that the people of the country, including even that forceful class of citizens who manage large industrial units and are vitally interested in transportation, appear to have slight knowledge of the primary essentials for securing transportation by water. The demand for the movement of products by water which exists under normal conditions has been made acute under war conditions, but in many cases the essential facilities are lacking.

The committee are impressed with the conviction that it is their duty to direct attention to this serious dereliction of duty upon the part of the public and to express the opinion that appropriations should not be made for the improvement of those rivers and harbors where the communities and localities are continuously unwilling

to discharge their correlative duty by providing the facilities essential for the promotion of water transportation.

The committee have not established any arbitrary or inflexible rule. They are conscious that the public must be induced to realize its obligations in the development of water transportation by the processes of publicity and education. They find it difficult to excuse larger cities where production is large and additional facilities of transportation are so insistent and where neither ignorance nor poverty can be pleaded in extenuation. The committee are further aware that time will be required, even where the civic conscience has been aroused, to provide these facilities and to fully utilize navigable waterways. For the present the committee only insists there shall be no wilful disregard of local and public obligations in these respects.

On behalf of the committee I have the honor to suggest that a copy of this communication be transmitted through the department to all district engineers in the United States, with the request that they submit a copy of the same to the governors of the states in which their districts are located, to the mayors of municipalities, to the officers of all commercial and civic organizations in their districts, and that they give publicity to same through the press as far as may be practicable.

Very respectfully,
JNO. H. SMALL,
Chairman.

The Answer
War Department,
Washington, Oct. 6, 1917.

Hon. John H. Small,
House of Representatives.

My dear Mr. Small: I have the honor to acknowledge receipt of your letter of October 5, 1917, giving the

view of the committee of river and harbors of the house of representatives on the general subject of the facilities for water transportation that should be furnished by local interests in order to warrant and make effective the government improvement of channels and expressing the opinion of the committee that the government appropriations should not be made for localities that persist in disregarding these obligations. This statement has my hearty approval, and I shall take pleasure in bringing it to the attention of the chief of engineers for compliance with your request that it be distributed through the local engineer offices having charge of river and harbor improvements throughout the country. I consider it a most opportune reminder of local interests generally of the essential part they must take in the rational development of water transportation so that it may best serve the commercial and industrial needs of the country.

Very truly yours,
NEWTON D. BAKER,
Secretary of War.

FLIRTING IS BANNED
AT GREAT LAKES CAMP

CHICAGO—Flirting at the Great Lakes naval training station has caused Capt. W. A. Moffett, commandant, to issue an order barring visitors, except on Wednesday afternoons and Sundays, unless they are guests of commissioned officers and the executive officer or commandant has given permission.

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CANADA SETTING PACE FOR U. S. IN WOOL PRODUCTION



"Worse than eating our overcoats" is the complaint about shipments of ewes and ewe lambs from the western states to Canada, which have drawn heavily on breeding stock. The complaints, however, have stimulated efforts for greater aid by Uncle Sam for the sheep industry. In contrast to Uncle Sam's neglect before the war Canada had begun a systematic campaign to increase her wool production. Sheep thrive on the ranges of Alberta and on the great stretches of virgin prairie waiting the settler, and the climate

was reported ideal for wool growing. But high prices and large profit to the farmer are credited to the co-operative selling system, endorsed by Secretary Motherwell of the Saskatchewan Department of Agriculture. Moreover, according to reports to Clay, Robinson & Company, a live stock commission house of Chicago and other cities, the great problem lies in the fact that no ewes, no matter how old they may be, provided they can go through the winter and raise a lamb next spring, are being shipped out from the western slope of the Rockies.